



**Approved**  
**SUMMARIZED MINUTES**

**CITY OF SCOTTSDALE  
TRANSPORTATION COMMISSION  
PATHS & TRAILS SUBCOMMITTEE**

**TUESDAY, AUGUST 4, 2020**

**One Civic Center - City Treasurer Conference Room  
Scottsdale, AZ 85251**

**Meeting Held Electronically**

**CALL TO ORDER**

The meeting of the Paths & Trails Subcommittee was called to order at 8:33 a.m. A formal roll call confirmed the presence of Subcommittee members as noted below.

**1. ROLL CALL**

**PRESENT:** Michael Kuzel, Chair, Commissioner – Transportation Commission  
Kyle Davis, Subcommittee Member  
George Ertel, Commissioner – Transportation Commission  
William Levie, Subcommittee Member

**ABSENT:** Jason Watton, Commissioner – Parks and Recreation Commission

**STAFF:** Susan Conklu, Senior Transportation Planner  
Mark Melnychenko, Transportation and Streets Director

**2. PUBLIC COMMENT**

There were no public comments.

**3. APPROVAL OF MEETING MINUTES**

Chair Kuzel called for modifications and approval of the minutes. Commissioner Ertel requested that the minutes be provided to Subcommittee Members sooner, especially since it has been so long since the last meeting.

Transcriber's note: Audio cuts in and out during discussion.  
Discussion ensued regarding the fact that there were a number of items in the previous meeting minutes that referenced requests for updates from staff.

COMMISSIONER ERTEL MOVED TO APPROVE THE MINUTES OF THE FEBRUARY 4, 2020 MEETING AS PRESENTED. SUBCOMMITTEE MEMBER DAVIS SECONDED THE MOTION, WHICH CARRIED 4-0 WITH CHAIR KUZEL, COMMISSIONER ERTEL AND SUBCOMMITTEE MEMBERS LEVIE AND DAVIS VOTING IN THE AFFIRMATIVE WITH NO DISSENTING VOTES.

Chair Kuzel asked Ms. Conklu whether there is a more effective way for Commissioners to request and receive updates on specific topics. Ms. Conklu stated follow-up is based on the specific conversations at the meeting, i.e., whether the intent is to follow up individually with a Subcommittee Member or for staff to provide information at a later date. She is open to the Subcommittee providing a timeline for a requested update.

Commissioner Ertel cited to page 4 of the February minutes, where Subcommittee Member Levie had commented on a gravel path and HAWK versus a paved path and an underpass. The notes indicate that Ms. Conklu would take a look at this. Subcommittee Levie stated that the question was in regards to finishing the path that goes from Cactus south across Via Linda to Shea. When the Subcommittee was reviewing the capital projects, they were looking at a paved path and tunnel under Via Linda, which was an expensive prospect and not likely to occur in the near term. At the time of the meeting he had asked about the possibility of a gravel path and a HAWK in order to cut costs and potentially complete the project sooner.

Commissioner Ertel also cited to the previous minutes, where the Pima Park pedestrian refuge lighting was discussed and a follow-up was anticipated. Another topic for follow-up was the Thomas Road bike pedestrian improvements; for example, a second button for a scramble light. Chair Kuzel explained that a scramble light is a light sequence that allows pedestrians from all four corners to cross, as a pedestrian-only cycle. At this particular intersection because of the configuration of the roadway, this option may make sense. He concurred that there should be a method for completing follow-up. He agrees with Commissioner Ertel that it would be helpful to have the minutes turned around within a week, in order to mitigate issues with delay. It would be helpful to have any requests for follow up be agendaized for the next meeting. Ms. Conklu suggested including any requested updates under the projects and program status agenda item.

#### **4. CAPITAL IMPROVEMENT PROJECT ACCOUNTS**

Susan Conklu, Senior Transportation Planner, stated that the Department implements bike, pedestrian and equestrian projects using the 2016 Transportation Master Plan. They are designed as stand-alone projects or in conjunction with other intersection and streetscape improvements.

City-constructed projects are funded through the following:

- Bond funding
- Federal grants
- Local 0.2 percent Transportation Sales Tax

Projects under \$250,000 may be funded yearly for specific programs, including sidewalk improvements, Bikeway Program, Trail Improvement Program, ADA Transition Plan implementation and buffered bike line installation. The list of projects that utilize this funding are not typically submitted annually during the Capital Improvement Program (CIP) budget process. Instead, City Council approves the annual amount for each program. Larger projects have their own CIP number. Several projects are currently in design or construction, several others are in consideration to move to the design phase while others are on hold for various reasons. Some projects are in design in one fiscal year and then constructed the following fiscal year. If the project costs exceed \$250,000, it may still be designed using the specific program, however the funding to build the project would become part of a transportation request via submission of the list for the annual CIP budget. If approved, it will be assigned its own CIP number. Projects are ranked according to safety, connectivity and other components.

Ms. Conklu provided updates on active and candidate projects. Subcommittee Member Levie asked whether the 124th Street sidewalk includes repairs to the underpass at Shea at 144th. Ms. Conklu said this is a separate project intended to address pedestrian traffic onto the street from the overflow parking area between the church and school. She undertook to double-check on the specifics.

Chair Kuzel commented that the Thomas Road Pedestrian Refuge description indicates, "To be replaced by a HAWK," and noted that the cost estimate of \$50,000 will not be enough to cover the HAWK. Ms. Conklu concurred, noting that if the comments are up to date, the change from pedestrian refuge to HAWK is correct. She will double-check this detail as well. If the project moves forward as a HAWK, it would be funded from another program. She continued with candidate projects and on-hold projects.

Next steps include continued input from the Subcommittee on the list for the current year. Ranking will continue as items move onto the active list and the completed list. This includes working with Capital Project Management staff on design and construction. This presentation will also be provided to the Transportation Commission on August 20th, 2020.

Subcommittee Member Levie commended the presentation, noting that this is the essential activity of the Subcommittee, to review projects and provide feedback. Subcommittee Member Davis concurred, commenting that is good to see how many projects have been completed since the February meeting. Commissioner Ertel thanked Ms. Conklu for the presentation. Chair Kuzel agreed with Subcommittee Member Levie that this process is the core of what the Subcommittee should be doing, to allow citizens to see how their money is being spent.

## **5. BICYCLE FRIENDLY COMMUNITY UPDATE**

Ms. Conklu stated that the League of American Bicyclists (LAB) offers the Bicycle Friendly America (BFA) program to recognize municipalities that actively support bicycling and encourage residents and visitors to use bicycles for transportation and recreation.

The program evaluates a community by examining five categories (the Five “Es”):

- Engineering & Construction
- Education
- Encouragement & Events
- Enforcement
- Evaluation & Planning

BFC guides communities to address a 6th E, Equity. Many communities do not have equitable distribution of improvements in underserved areas. Award categories are designated for four years and include: Diamond, Platinum, Gold, Silver, Bronze, or Honorable Mention. Each participating community must reapply to retain or improve status.

Scottsdale was originally awarded Silver in 2005, achieved Silver again two years later and then in 2011, 2015 and 2019 Scottsdale was awarded Gold. Evaluations provide cities with measurable goals for improvement. The feedback was originally in summary form and is now provided in report card format. Public input is included in the applications. Local reviewers have assisted with the evaluation of applications. Evaluations provide cities with measurable goals for improvement and these goals have been used in the City’s prioritization efforts, including the wayfinding signage program and bicycle detection at traffic signals. The BFA began with 190 communities and has since grown to 488 communities in all 50 states.

The Subcommittee was provided an update on the program in December of 2019 at about the same time the City received word that it had again achieved Gold status. Scottsdale conducted its own survey last summer, with many respondents expressing interest in being kept informed on future meetings. At this time, Chair Kuzel recommend reach-out to invite residents to Subcommittee meetings. This is a great idea and Ms. Conklu welcomed input how this should be done. The City continues to set annual goals in an effort to reach platinum level. Some goals may be on hold indefinitely during the COVID-19 crisis. Areas of success in Scottsdale include high speed road with bike facilities. Over the next five to ten years, as Arterial Life Cycle Program (ALCP) projects in the north area (which include paths, trails and bike lanes) and federally funded bike projects are completed, this will significantly increase the total network capacity.

Total bicycle network mileage is only 16 percent, however Ms. Conklu’s understanding is that this is in comparison to everything, including local streets. They should perhaps be looking at the types of streets that can have on street bike lines (collector and arterial). Local and residential streets are not typically striped this way.

The assessment concluded that Scottsdale’s education is schools is acceptable. A more significantly improved grade had been improved with the addition of the safe routes to school coordinator position. The share of Transportation budget spent on bicycling is 10 percent. Bike Month and Bike to Work events were ranked as “good,” in the report card. The Paths & Trails Subcommittee is considered to be the City’s bicycle advisory committee. Scottsdale’s bicycle-friendly laws and ordinances are considered “good.” The City’s Transportation Master Plan includes a bike element, which is being continuously updated and implemented. The bike program staff to population ratio is 1 per 41,000.

Ms. Conklu reviewed feedback from the report card specific towards reaching platinum status. This includes:

- Continue to expand and improve low stress on the road-bike network and to ensure it follows criteria that increases the separation and protection of bike riders, based on the speed and volume of the adjacent traffic.
- Expansion of bicycle safety education to be a routine part of education for students of all ages and ensure that schools in the surrounding neighborhoods have safe and convenient areas to bike and walk.
- Expand these collaborative efforts with high schools as well.
- Increase bike education opportunities for adults, including a league cycle instructor seminar.
- Include bike laws in driver education materials and training.
- Use the framework of the Bicycle-Friendly Business program to engage with more local businesses, agencies and organizations, including promoting biking for employees and customers.
- Adopt a local comprehensive road safety plan or Vision Zero policy to create engineering, education and enforcement strategies to help reduce traffic crashes and deaths for all road users, especially the most vulnerable (bicyclists and pedestrians).

Ms. Conklu stated that traffic engineering staff have been working on a bicycle and collision study, which will be available shortly. She reviewed the City's own goals for the five E's, including:

- Engineering & Construction
  - Increase total bikeway mileage, especially on arterial and collector roads
  - Improve biking into and within Old Town
  - Complete bike lanes on Dynamite Boulevard
  - Implement path wayfinding signage
  - Implement parts of the bicycle station project
- Education
  - Bicycle safety for children through 12th grade
  - Bike 101 community classes for adults
- Encouragement & Events
  - Signature bike events
  - Open streets event
  - Expand Bike Month events
- Enforcement
  - Expand Governor's Office of Highway Safety funding for bicycle and pedestrian safety program
  - Enforce new State law on handheld devices while driving
- Evaluation & Planning
  - Better bicyclist counts
  - Gap analysis of bikeways, including those that access transit stops
  - Old Town Bicycle Master Plan
  - Update Transportation Master Plan

Next steps include:

- Present this update to the Transportation Commission on August 20, 2020

- Continue to add and track improvements
- Next application completion in summer, 2023

Subcommittee Member Davis requested an estimate of how many miles per year of buffered bike lanes the City might install with the \$400,000 annual budget. Ms. Conklu stated that she would need to verify whether the \$400,000 is recurring annually or a one-time amount. One of the goals is to continue completing bike lanes during street pavement maintenance when possible. The next likely focus will be Indian School Road from 60th to Goldwater.

Subcommittee Member Davis inquired about moving Subcommittee meetings to a time to allow more participation by the general public. Ms. Conklu said this is a great question. The previous Subcommittee members may not have been amenable to evening meetings. The current members are free to consider alternate times. Commissioner Ertel agreed that evening meetings would accommodate greater public participation. Chair Kuzel opined that the daytime schedule was originally based upon staff working hours. While he agrees that evening hour meetings are more accommodating for the public, he noted that the Transportation Commission is typically attended by only one to three members of the public per meeting.

Chair Kuzel commented that bike riders use water bottles and are typically are more in need of a water filling station than a water fountain.

Chair Kuzel encouraged staff to continue to cultivate contact with members of the public who have provided feedback. An established group like this (similar to the Tempe Action Group or Phoenix Bicycle Action Group), leads to greater social activities, communications and opportunities among bicycle riders. A quarterly newsletter for those on this contact list would be a good starting point. The newsletter could be forwarded by those on the list, which would assist with growing the contacts. There may also be volunteers who are willing to provide content, stories or articles. He cited the goal of engaging more local businesses to promote cycling and pointed out that the contact list of feedback providers would be a good starting point for reaching out in this regard.

## **6. OTHER TRANSPORTATION PROJECTS AND PROGRAM STATUS**

Ms. Conklu stated that the McDowell Road Bike Lane project has been federally authorized for construction. The bid package is being developed. Construction is scheduled for fall 2020. It will build all the remaining bike lanes between 64th Street and Pima Road.

The Osborne Road Complete Street project is at 60 percent design and will include bike lanes, path connections, a roundabout at Miller and a virtual public meeting in the fall. Construction would commence in summer 2021.

There was a recent bike lane striping and traffic calming project in McCormick Ranch, including speed feedback signs provided by the McCormick Ranch Property Owners Association. The City completed the striping.

Mountain View Road sidewalk and crosswalk improvements were made from 111th Street to 112th Street on the north side of the road. It was prioritized for construction in the spring.

The Pinnacle Peak Ranchos Trails Project (Pima Rd and Lone Mountain Road area) has been completed. This included addition of the Fire House Trail to link to the existing Ashler Hills Trail.

This project included a short segment from the end of the cul de sac to Ashler Hills Trail, more trail signage and connections for the neighborhood and local trails.

Cactus Path Underpass Lighting is located West of 96th Street under Cactus Road. The original project cost was estimated at \$50,000, however the budget was reduced to \$20,000 with the use of a solar collector.

A georeferenced map was created in conjunction with the printed active transportation map which helps individuals to determine their location in relation to the overall network.

The Goldwater Bike and Pedestrian Underpass was selected for federal funding.

Bike Month 2020 has been postponed. There may be a virtual option for the Arizona Bicycling Summit 2020. It is unlikely that Cycle the Arts and Bike to Work Day will be held this year. New dates will be selected for April of next year.

The Safe Routes to School Coordinator position was on hold due to the shutdowns and eventually eliminated when the City Manager later directed staff to eliminate unfilled positions. There is currently a call for applications by MAG, including studies for safe routes to school and support activities and the City will apply, if eligible.

The 25-mile Path Restripe project was completed, funded by a combination of CIP and bikeway program funding. Photos were reviewed. The area of work included Indian Bend Wash and a section of Arizona Canal Path from Hayden to Pima, Pima Path and an area along Cactus Road from 96th Street to Frank Lloyd Wright. The proposed plan is to complete approximately five miles per year. Chair Kuzel commented that the Indian Bend path and the striping upgrades were needed and the work was well done.

Many public meetings have been put on hold due to COVID-19 related restrictions, however alternative formats have subsequently been utilized and may serve to supplement in-person meetings in the future. Ms. Conklu reviewed the online resources and format available for the public to view project information pages on the City website.

## **7. SUBCOMMITTEE IDENTIFICATION OF FUTURE AGENDA ITEMS**

Chair Kuzel stated that the October meeting includes the path and trail gap analysis.

Ms. Conklu introduced Mark Melnychenko, the City's new Transportation and Streets Director. Mr. Melnychenko provided a brief biography and introduction.

Ms. Conklu stated that the bicycle crash data analysis may not be complete by the next meeting and for now will remain on the future list. It may end up being presented to the Transportation Commission first, depending on the meeting schedule.

In response to a question from Commissioner Ertel, Ms. Conklu clarified that the trail inventory topic is separate from the path and trail gap analysis. The trail inventory applies specifically to unpaved trail. Commissioner Ertel requested that the October agenda include a status report with a start date and the number of planned miles to be inventoried in November and December.

Subcommittee Member Davis asked about the timeline for updates to the Transportation Master Plan. Ms. Conklu estimated a start to the process in approximately a year with completion in 2022.

Commissioner Davis said he was interested in hearing more about Tempe's Vision Zero plan.

**8. PUBLIC COMMENT**

There were no comments.

**9. ADJOURNMENT**

With no further business to discuss, being duly moved by Commissioner Ertel and seconded by Subcommittee Member Davis, the meeting adjourned at 10:35 a.m.

AYES: Chair Kuzel, Commissioner Ertel, Subcommittee Members Davis and Levie.

NAYS: None

SUBMITTED BY:

eScribers, LLC

**\*NOTE:** These are summary action meeting minutes only. A complete copy of the audio/video recording is available at <http://www.scottsdaleaz.gov/boards/Transp.asp>